

Today's
Advertisements.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with Section 120 of the Articles of Association of the General Agents, with approval of the Consulting Committee, will on the 31st January, 1898, have INTEREST WARRANTS of \$1 per Share, PAYABLE at the Hongkong and Shanghai Banking Corporation, the same being at the rate of 10 per cent. per annum on the paid-up Capital of the Office for the year 1897.

THE TRANSFER BOOKS of the COMPANY will be CLOSED from the 18th to the 31st instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED,
Hongkong, 15th December, 1897. 1855

NOTICE TO MARINERS.

HONGKONG HARBOUR.

ON and after TO-MORROW, the 16th December, 1897, and further notice, floating obstructions will be to the South of Stone Cutters' Island. The Southern limit of the obstructions will be marked on the East by a buoy carrying a red flag, about 750 yards South of White Point, Stone Cutters' Island, and by a similar buoy on the West.

Imaginary lines will be marked on these buoys will give the Eastern and Western limits respectively of the obstructed area.

All vessels are prohibited from passing through or anchoring in this area.

R. MURRAY RUMSEY,
Reid, Comdr., R.N.,
Harbour Master, etc.

Harbour Department,
Hongkong, 15th December, 1897. 1857

NOTICE TO MARINERS.

HONGKONG HARBOUR.

FROM the 15th December, 1897, until the 20th January, 1898, sunken obstructions will be laid to the South of Stone Cutters' Island. The obstructions will be 11 to 12 feet from the bottom.

The Southern limit of the obstructed area will be about 750 yards North of the Northern Fairway Buoy, and on the East by a buoy carrying a black conical buoy, and on the West by a red conical buoy. Red lights will be fixed on these buoys at night.

Imaginary lines drawn due North from these buoys will mark the Eastern and Western limits respectively of the obstructed area.

Similar obstructions will also be laid to the North of Stone Cutters' Island over an area which will not be buoyed, but will be bounded roughly on the East by a North and South line through the Hyatt's anchorage, and on the West by a line passing due North from the Northernmost point of Stone Cutters' Island.

All vessels are prohibited from anchoring in the obstructed area.

R. MURRAY RUMSEY,
Reid, Comdr., R.N.,
Harbour Master, etc.

Harbour Department,
Hongkong, 15th December, 1897. 1858

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, TAIWANFOO AND

"THALES."

Captain Robson will be despatched for the above ports on FRIDAY, the 17th instant, at daylight.

For Freight or Passage apply to
DOUGLAS STEAMSHIP & Co.,
General Managers,
Hongkong, 15th December, 1897. 1856

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FERNFIELD."

Captain W. McFee will be despatched as above on MONDAY the 20th instant, at 5 p.m. instead of as previously advertised.

For Freight or Passage apply to
S.S. "YARROWDALE" on or about 15th Jan., 1898.
S.S. "HANSEAT" on or about 31st Jan., 1898.
S.S. "LYDERHORN" on or about 15th Feb., 1898.
S.S. "ORWELL" on or about 28th Feb., 1898.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th December, 1897. 1766

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"POSEIDON."

Captain R. Meyer will leave for the above places on TUESDAY, the 21st inst. at P.M. For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, 15th December, 1897. 1854

Intimations.

DAKIN, CRICKSHANK & COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. 1856

TAKE NOTE

It is UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you can see and procure for SIX DOLLARS, a Copy of the Webster's Dictionary, the first and most complete work of the kind ever published.

Intimation.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London

House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner

Wines of very superior Vintage. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest

priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to

be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent

quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to

be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. 1856

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship the Chief Justice, Sir John Carrington.)

December 15th.

D. GUBBAY AND OTHERS v. E. R. BELLIOS

(Continued.)

The plaintiffs, Messrs. D. Gubbay, A. J. Raymond and A. J. David, sued on behalf of the Jewish Community of Hongkong for the recovery of the lot 1381, which was sold to the defendant, Mr. E. R. Bellios, by Mr. J. J. Francis, J.C., (hereinafter referred to as "the defendant").

David Hal Silas, an assistant in the firm of David Sassoon & Co., deposed that he was a member of the Jewish community and arrived here from Shanghai about January, 1895. Shortly after his arrival, eight or nine months, he took over the duties of hon. secretary to the Jewish body. Mr. Raeburn was then and witness took over from Mr. E. D. Sassoon all the papers relating to the new synagogue. At the time witness became hon. secretary, there was no committee appointed. The management of the old synagogue affairs was being looked after by E. D. Sassoon. Witness took considerable interest in the matter of a new synagogue and applied to Leigh and Orange to prepare plans and drawings for such a place. There was no regular committee in existence when he applied. As to the letter from the Jewish community to Mr. J. E. Sassoon, on Oct. 23, 1893, notifying the appointment of a committee, witness was not then in the colony and did not know who the committee were. Questioned by Mr. Francis as to a letter to Mr. J. E. Sassoon on May 20, 1895, from the Jewish body regarding the building of a new synagogue, giving particulars of cost and asking for aid, witness said he remembered the letter, a clerk in the office writing it. The report referred to was that of Leigh and Orange, of October 19th, prepared at witness' request. Plans and drawings were forwarded with the report. Mr. Bellios was one of those signing the letter, and had read the draught before he signed it. It was sent to all trustees for their approval. Before the letter was sent, Mr. Bellios, Leigh and Orange's plans and drawings were shown to him, and his position as to means and the cost of the new building, and he therefore asked Leigh and Orange to carefully make a small plan and a report. They did so and sent the plan and report to witness. He showed them to Mr. D. R. Sassoon and Mr. Moses and took them to Mr. Bellios himself. Witness saw Mr. Bellios at the time. He examined the plan and report and asked witness several questions, and he asked witness to sign a small portion of the plan left blank. Witness said it was an idea of the architect to leave out the portion about 10,000 square feet, and ask the Government to put up the land less that portion. If the application had been accepted that portion would have been quite useless for building and witness told Mr. Bellios this when he asked about it, and it was what Mr. Orange had said. At the time witness took over the book, &c., from Mr. Sassoon he believed Mr. Lemm's plan and those of Messrs. Danby, Leigh and Orange were amongst them. Mr. Bellios asked witness about the funds available for building a synagogue. He believed they had between \$25,000 and \$30,000 available which included the \$5,000 expended from Mr. Jacob Sassoon. He did not know of any application to the Government to put up the land between October 1895 and May 1896 when the letter was written to Mr. Sassoon. He knew that Mr. Danby had applied on Mr. Bellios' instructions to the Government to put up the land. He received a letter from Mr. Moses to that effect. Up to May, 1896, he could not recollect if he had communicated with Mr. Bellios about the upper lots or as to how he intended to treat the whole lot. He heard nothing from Mr. Bellios as to his intention to use the three lots for his own purposes, nor did he say he was going to build a house for himself on the three lots combined. He never spoke to witness of building villas on the upper lots. It was a couple of days after the 15th October, 1895, when witness saw Mr. Bellios with the plans

of Leigh and Orange. Up to May, 1896, witness had had no conversation whatever with Mr. Danby regarding the ground. Messrs. Leigh and Orange were architects for witness' firm. About the time 1881 was put up for sale, he did not recollect whether he spoke to Mr. Danby about the land. Mr. Danby was not referring to witness at all. After the ground had been purchased witness knew that Mr. Danby was aware that Leigh and Orange had been engaged by the Jewish community to make plans for a new synagogue. From that time till the meeting of March 19th he had not spoken at all to Mr. Danby regarding any of the lots. He had never heard a single word from Mr. Danby on the subject before that meeting. Before the meeting Mr. Bellios told witness he intended putting up villas on the upper lots. He never spoke of using the two upper lots in conjunction with 1381. Mr. Bellios on 15th March, before the meeting, first spoke to witness about wanting an approach to the upper lots through the lower lot. Up till the time witness heard that Mr. Bellios wanted a portion of 1381. He never heard such a suggestion from anybody. Mr. Ezekiel E. D. Sassoon was one of the committee. He never told witness of any difference between Mr. Danby, Mr. Bellios, and the Land Investment Co. about the upper lots. He remembered Mr. Moses' letter of July 30 asking the trustees to be present at the sale of the land. They did not attend. Witness acquired through Leigh and Orange whether the Land Investment Co. were going to compete for the land.

Mr. Francis said this was certainly not rebuttal evidence.

Mr. Francis said it was distinctly and clearly rebutting evidence. Mr. Bellios made a misleading statement that the trustees did not attend as they had given up all idea of the land. His object was to directly rebut Mr. Bellios' statement and show the real reason why the trustees did not attend the sale.

His Lordship said he had previously indicated last night that the defendant had bought the land as a trustee. The defence was raised that he really intended to give a portion, and it was a more proper defence than a mere denial. The plaintiffs in reply might meet that and they could give evidence on the point. He could not allow the question.

Mr. Francis asked that the point be reserved. His Lordship said he would make a note of it. Mr. Francis asked for the point to be reserved in order that effect might be given to it by the Full Court if necessary.

His Lordship said the Code was most incomplete and only referred them back to the old practice of Common Law. Counsel again contended that it was rebutting evidence that he was getting.

His Lordship said he had decided the question which meant rejection of the evidence.

Mr. Francis said that in the face of such a decision he might open the question on a further application to the full Court. He said he had reference to the proceedings in *Pear v. Jack*.

His Lordship said the evidence should be strictly rebuttal. This evidence had no direct bearing on a portion of the lot being in question or the whole lot.

Mr. Francis read the letters from the trustees regarding the transfer of the whole of 1381 and witness said it was surprising to the trustees to know that Mr. Bellios only intended to transfer a portion. Witness drafted the letter and it correctly expressed his own view and those of his co-defendants on receiving Mr. Bellios' reply. The want was his reason for writing such a letter and refusing to transfer all of 1381. Witness went in company with Mr. Raymond and Mr. David to see Mr. Bellios. They saw him in his office, witness thought it was on the 15th March. Mr. Chater was with Mr. Bellios at the time and they went in after he left. They asked Mr. Bellios why he had refused to transfer the whole of 1381 as he knew very well that it was the intention of the trustees all along to have the whole of the site.

Mr. Pollock objected to this evidence, saying Mr. Bellios should have been cross-examined on this meeting.

Mr. Francis suggested that Mr. Bellios could be cross-examined on this meeting.

His Lordship assented to the latter course.

Witness, resuming, said they asked Mr. Bellios how it was he had refused to transfer the lot. He said he wanted an approach to the upper lot through the others. That was the first time he had heard anything about an approach. He said it would deprecate the upper lots in value if he had not an approach.

Mr. Francis read from his notes and said that Mr. Bellios had already been cross-examined about this meeting.

Witness, resuming, said that when they asked him what he meant by an approach and he answered that it meant a roadway. He was asked how much he wanted and he answered, "I will require a very small piece. If you will kindly meet me in the afternoon in Mr. Danby's office I will be able to tell you exactly." The meeting at Mr. Danby's office was the direct result of that interview. Witness asked Mr. Orange to be present at the meeting.

Mr. Francis asked if witness was the object of that meeting as far as he knew?

Mr. Pollock objected to this question, stating that a question as to what he thought should not be asked, but the proper question would be what took place at that meeting.

His Lordship said that it was a fair question. Witness answering said that as the result of the interview the meeting at Mr. Danby's office was to try and see if they could meet Mr. Bellios' demand for six of seven.

It was not as Mr. Bellios had stated for the purpose of ascertaining what was the ground that they necessarily required for the synagogue. It was for the purpose of seeing how much the community would give to Mr. Bellios and not what Mr. Bellios would give to them. It was Mr. Danby who explained how much was required for the synagogue, and witness remembered him producing a colour plan (ex. 56). This was produced at Mr. Orange's request. Witness had never before this seen that or a similar plan in Mr. Danby's office. Mr. Danby did not explain what Mr. Bellios intended to do with the upper lots. He did not recollect whether Mr. Danby made pencil marks on the plan. Witness explained what took place at that meeting and said that Mr. Orange had a plan on the table and he was discussing with Mr. Danby. Mr. Orange was marking on that plan how much the community could give to Mr. Bellios and then he found, after a little discussion between himself and Mr. Danby, he could spare something like 10,000 square feet. Then that was what Mr. Danby approved of, and Mr. Bellios raised the question of a retaining wall between the ground that the community could spare and the site for the synagogue and said that the community should pay half the cost of the retaining wall. They said directly that it was not fair for him to put them to that expense after they had given him a piece for his own use. Mr. Bellios would not listen and said that the retaining wall was to support both lots and therefore the community should pay half the cost. After a long dispute they thought it was not worth while to quarrel over a small matter and if it was a small thing they would meet him also on

Then they asked Mr. Danby what he thought the retaining wall would cost. Mr. Danby worked out the figures in pencil and said it would certainly not cost more than \$1,000. Mr. Bellios asked Mr. Danby again to be sure it would not cost more than \$200, whereupon Mr. Danby worked some figures again with pencil and said that he was almost sure that it would not cost more than \$2,000. They said to Mr. Bellios that just to please him they would give him half the cost. Mr. Bellios then said he could not settle on that point because the retaining wall might cost more or less and the trustees should pay half. They said that they could not accept such liabilities because they had not means to do so and that as they wanted to meet him amicably they would not mind paying him up to \$3,000. Mr. Bellios did not agree. They found that Mr. Bellios was very unreasonable and then witness left them and went to his office. Exhibit 62 was not produced or used at that meeting. He did not recollect a curve being drawn on the contour plan at that meeting. He could not recollect anything of a portion of the upper lots being given to the community. After Mr. Orange had explained to the trustees that a certain portion would be sufficient for the synagogue, the trustees approved of it and agreed to give Mr. Bellios 10,000 square feet. Between the meeting and the letter from Mr. Danby of 29th March giving the estimate at \$3,000, nothing in the matter was done. On the receipt of that estimate the trustees' decision was that they would not have anything to do with the matter and the whole matter was at an end. Witness himself drafted the letter of 19th March to Mr. Bellios asking him to arrange for the transfer of the ground. After the reply was received saying that he would not do so after the decision arrived at Mr. Danby's office, the matter was at an end until it came to the Court. Mr. Bellios' decision at Mr. Danby's office was that unless the retaining wall was paid him half the cost of the retaining wall, he would come to, there was nothing settled. About that time witness went with Messrs. Orange, Raymond and David to look at the ground.

The Court adjourned for luncheon.

On the Court resuming Mr. Silas continued his evidence. He said that he went to see the site before Mr. Bellios' letter saying that he would only give a portion. There were no visits to the site by the trustees or himself after that letter, 18th March. Witness never went to the site on the 11th or subsequently.

Mr. Danby told him that he was going to the site with Mr. Orange, and never invited Mr. Danby to accompany him. When the trustees and witness visited the site in the beginning of March it was because Mr. Raymond had only lately arrived and they wanted him to show them where he wanted to have the synagogue placed. He remembered Mr. Bellios' letter of 18th March and his letter to witness asking him to arrange for the transfer of the ground. He never went with witness to the site to discuss the question of that tablet. The question of the tablet was discussed at the meeting.

Cross-examined by Mr. Pollock, witness said that he took up the question of building a new synagogue about eight or nine months after his arrival here. He was an honorary secretary of the trustees after they were appointed. He was acting voluntarily when he received Messrs. Leigh and Orange's report of 19th October, 1895. They were not paid for it and it was in no way connected with the new synagogue. He was the job of building the new synagogue which was the question was settled. He remembered that Mr. D. R. Sassoon objected to the site during part of 1896. He said that the place was too conspicuous. He did not hear directly from Mr. A. J. David whether he objected to the site or not but he heard that Mr. David was indifferent and would not object if the other trustees agreed to the site. Before the letter of 18th March, 1897, Mr. David was in favour of the site, he having told witness so in January.

At the conclusion of witness was not concluded when the case was adjourned till 10 a.m. to-morrow.

Mr. Francis said that no doubt that the evidence could be finished before the adjournment (Saturday) but he did not think that the argument could be finished before that.

PLAGUE-HUNTING IN POONA.

A FEW EPISODES OF A SUNNY MORNING.

(From our Special Correspondent.)

Hongkong people who remember the black pest of thirty years ago and the heroic work of the soldier boys in the very thick of it, may be interested concerning the details of one of the regular annual plague hunts that occur daily in the British hill station of Poona. To the writer, that morning's work will remain an episode for all his days unforgetting; but that may be merely because the circumstances and the environment were so absolutely new to him, and the scenes so strange, and so glamorous with the splendour of an Indian October morn, that they then seemed more than passing pitiful.

Scene: the Captain's tent—the Captain in charge of the plague party. The morning star was blaring in the sky to the Eastward. A native servant came to the door and said "Five o'clock, Sahib." The Captain granted unobtrusively to one who had been unobtrusively brought by the native.

However, there was no help for it; he had to get up. Already, a couple of hundred yards away, could be seen the shadowy forms of Khakhs, "Tommyes" loomed dimly against dark shadows beyond. While dressing, I learned that these "Tommyes," called, were men from two white regiments, the 7th and 11th, who were sent to Poona to help in the plague hunt.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

While a man among them carried a pot of red paint. While a man among them carried a pot of red paint. While a man among them carried a pot of red paint.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 20th December, at 4 P.M.
SINIKI MARU	MANSEILLES, LONDON and ANTWERP, VIA STRAITS (Transshipping Cargo for JAVA PORTS), COLOMB and PORT SAID.	TUESDAY, 21st December, at 4 P.M.
YAMAGUCHI MARU	KOBE and YOKOHAMA	THURSDAY, 23rd December, at 4 P.M.
SAGAMI MARU	SHANGHAI, CHEMULPO, SHIMODA, EKI and KOBE	FRIDAY, 24th December, at 4 P.M.
TRIO MARU	SYDNEY and MELBOURNE, via HURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th December, at 4 P.M.
IZUMI MARU	BOMBAY, VIA SINGAPORE (Transshipping Cargo for JAVA PORTS), and COLOMB	THURSDAY, 30th December, at Noon
PRINX MARU	SEATTLE, WASH., U.S.A., VIA KOBE, YOKOHAMA and HONOLULU	THURSDAY, 30th December, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamships.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at 77, Cross Street.

A. S. MIHARA,
Manager.

Hongkong, 13th December, 1897.

THE WORLD RENOWNED

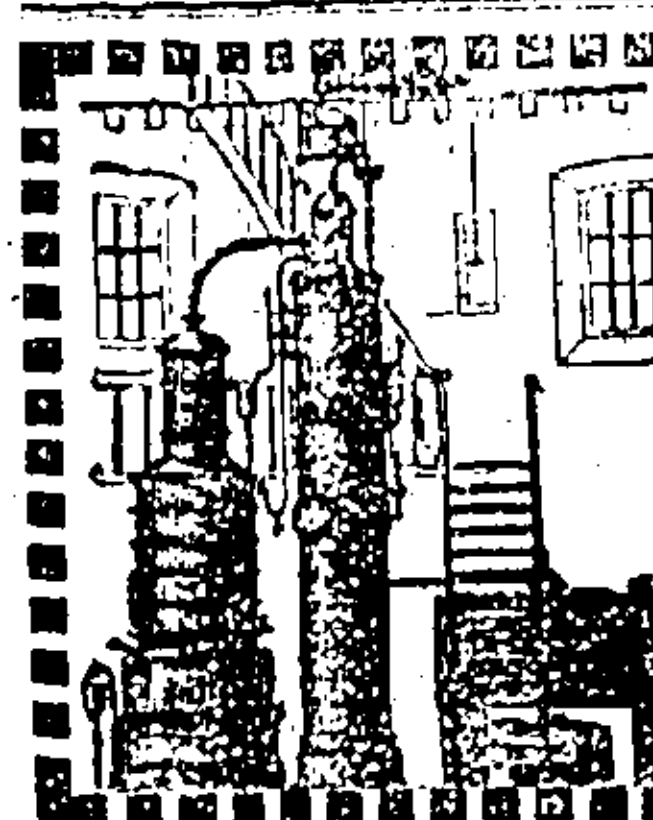
FRENCH CORSETS
C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations
Only genuine if Labelled and Stamped
C. P. à la Sirene.

Apply to

M. OPPENHEIMER & Co., PARIS.



SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories - Preserves Factories
Laboratories of Druggists - Essences Factories
STEAM KITCHENS

ECROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

NOTICE.

WE have This Day REMOVED from No. 22 Stanley Street, to 2nd Floor of No. 7, Queen Road Central.

LUTGENS, EINSTAMANN & CO.

Hongkong, 14th December, 1897. [1852]

HONGKONG RIFLE ASSOCIATION.

THERE will be a SPOON COMPETITION on SATURDAY, the 18th instant, Commencing at 2.30 P.M.

RANGES, 200 and 500 yards.

A. CHAI MAN, Hon. Sec.

Hongkong, 13th December, 1897. [1854]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

I HAVE This Day resumed charge of the COMPANY.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 13th December, 1897. [1859]

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 16th instant, at 4 for 4.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 13th December, 1897. [1854]



VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 20th inst., at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 14th December, 1897. [1851]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"NANYANG."
Captain Lehmann, will be despatched for the above Ports TO-MORROW, the 16th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 15th December, 1897. [1849]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.
THE Company's Steamship

"DEUCALION."
Captain Branch, will be despatched TO-MORROW, the 16th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th December, 1897. [1821]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TSINAN."
Captain Ramsay, will be despatched on FRIDAY, the 17th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co., and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th December, 1897. [1796]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship

"HOENZOLLERN."
Captain H. Blecker, will leave for the above Ports on or about FRIDAY, the 17th instant.

For further Particulars apply to
MELCHERS & Co.,
Agents.
Hongkong, 11th December, 1897. [1811]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

"PRINZ FEINRICH."
Captain O. Clippens, will leave with the outward German Mail about THURSDAY, the 16th instant, will leave for the above place about SATURDAY, the 18th instant.

For further Particulars apply to
MELCHERS & Co.,
Agents.
Hongkong, 11th December, 1897. [1811]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHIE, ADEN, RASSANA, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, ADRIATIC, and SOUTH AFRICAN PORTS.)

THE Company's Steamship

"TRIESTE."
Captain A. Mili, will be despatched as above on SATURDAY, the 18th instant, P.M.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.
Hongkong, 11th December, 1897. [1832]

FOR KOBE (DIRECT).

THE Steamship

"TOYO MARU."
Captain Hayashi, will be despatched for the above Port on SATURDAY, the 18th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 14th December, 1897. [1792]

FOR KOBE (DIRECT).

THE Steamship

"NANYO MARU."
Captain Tomita, will be despatched for the above Port on SATURDAY, the 18th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 14th December, 1897. [1793]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"SIKH."
to sail about the 25th December, 1897.

S.S. "PORT ADELAIDE" about 15th Jan., 1898.

S.S. "ARGVILL" about 1st Feb., 1898.

S.S. "GHAEZE" about 20th Feb., 1898.

S.S. "LE NOX" about 10th March, 1898.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 11th December, 1897. [1837]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 tons American Ship

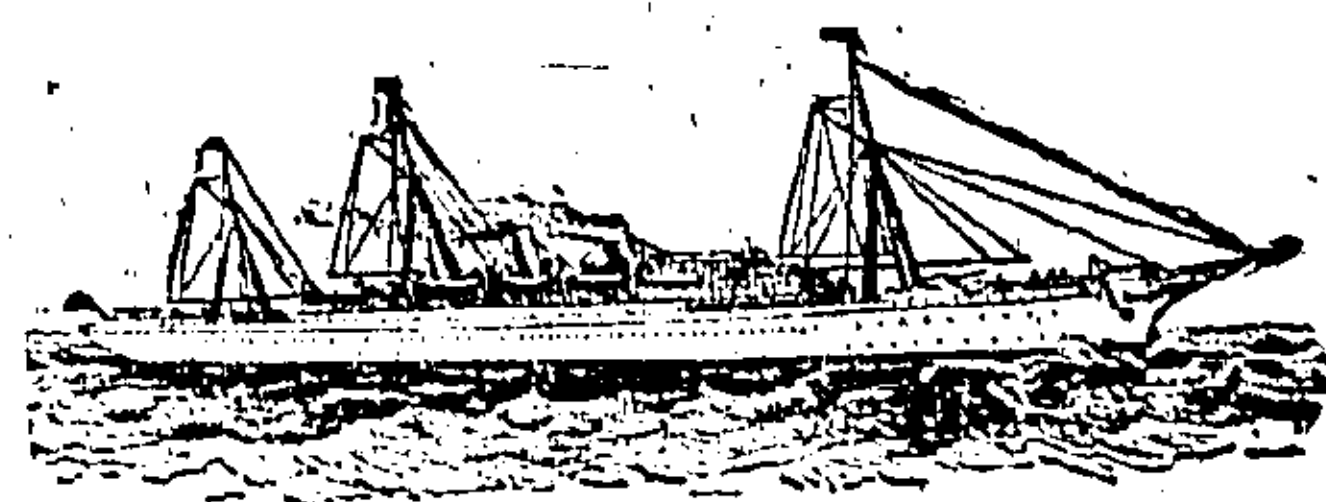
"NEW YORK."
Peabody, Master, shortly expected here, will load for the above Port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 25th September, 1897. [1625]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Gen. A. Lee, R.N.R...WEDNESDAY, 22nd December.

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th January.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 16th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, and New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Piddler's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 28th Dec., at Noon.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 15th Jan., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 3rd Feb., at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 28th Dec., 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, European Officials in service of China and Japan, and Government officials and their families.

Passengers who are paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, No. 7, Praya Central.

For further information as to Freight & Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 2nd September, 1897. [1824]

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 11th Dec., 1897. [1829]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 16th Dec., at Noon.

City of Eto (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 6th Jan., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 25th Jan., at Noon.

THE U. S. Mail Steamship

"PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th Dec., 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 24th August, 1897. [1824]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

"JEYES FLUID"

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 7th March, 1897. [1824]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"MIRZAPORE."
Captain T. Wickenden, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 16th Dec., at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for France and London will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 15th December, 1897. [1851]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Bramar | 3601 | E. Foster..... | Dec. 21.

Columbia | 2805 | A. Gow..... | Jan. 11.

Tacoma | 2549 | A. Dixon..... | Feb. 1.

Victoria | 3167 | J. Patton, R.N.R. | Feb. 22.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH